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BROTHER OF SON-IN-LAW OF Hylan Gets Bus Profit

Continued from First Page.

because he ventured to let a little light in on the Hylan political system. In the words of the poet, "Let the stricken deer go weep." The witness, who was considered a "tender" of the Mayor's interests, displayed in this \$25,000,000 bus proposition a little bit, in order to present the facts to the public. He said he was better, for the testimony already brought out indicates what choice pickles there would be in it for the politicians.

"Interests" a Herring on Trail.

"I notice that he has attempted to draw the familiar and hackneyed herring across the trail of the hearings by crying about 'special interests.' The cry of the 'interests' is no answer to the deliberate failure of the city to adopt any measure of protection to the city against over \$1,000,000 of claims against it for the negligent operation of these lines. It is no answer to the insurance game as practiced.

"However that may be, we shall go straight forward with this inquiry, no matter who is hit, with the object always in view of bringing out facts that will enable this commission to recommend a way of establishing a real, safe, legal, non-political system of bus transportation."

Tell of Quinn's Insurance Firm.

Edward E. Quinn, secretary of the World Mutual Automobile Owners Insurance Company, which he said, began operations in July last, testified that his brother, Alderman William F. Quinn, is at the head of that enterprise, which had been started after obtaining the pledge of 1,000 automobile owners to take out policies with it. The witness said it has about 4,000 mutual members, mostly owners of buses or taxicabs. If at any time the income premiums were insufficient to meet claims, the deficit would be made up by assessing the members. He admitted that owners of taxicabs and buses are in large part financially irresponsible. Their policies usually are paid for on the installment plan. Under them the largest sum collectable through a damage suit is \$2,500.

Get Half of Commissions.

Mr. Sinnott said his firm did some business with the World Mutual. Mr. Quinn's company, but only through Frederick A. Grein, a broker, who, he admitted, has no office, but simply takes business to them "on a 50-50 basis."

"What is the basis of your dividing 50-50 with him if he does all the canvassing?" asked the examiner.

"Just by taking care of his records in a case where the assured does not pay

his premiums on time. We take care of them and finance them for Mr. Grein. You see the point?"

"Then for keeping Mr. Grein's records, as you say, financing him, his business, you get 50 per cent. of his commissions?" The witness assented.

"Do you know how Mr. Grein gets information that a permit is about to be issued to a bus operator?"

"Mr. Sinnott said he did not.

"Does Mr. Grein come in your office every day?"

"Sometimes he does and sometimes he does not. He is acting absolutely independent of our office."

"If he comes in to-day would you kindly ask him to come up here?" asked Mr. Shearn in his most suave manner.

Mr. Shearn said he would.

Driver Charged to Sinnott Firm.

James Hayes, a bus operator, testified that originally he had taken his insurance from Fox & Fox, but about a year afterward transferred to Sinnott & Carty. Commissioner Harkness asked:

"Did I understand you to say that when the time came to renew your liability policy Fox & Fox did not have any salesmen around, but that there were salesmen who came to you from Sinnott & Carty?"

"Yes, there were several men there from different companies."

"This is significant," said the Commissioner, "in view of the fact that Mr. Sinnott stated this morning that he and Carty did not directly do any of this business. It evidently was known to these men that they were dealing with Sinnott & Carty."

"Yes," commented Mr. Shearn, "I will show you before we get through how it was that Fox & Fox got barred out."

Samuel Schotkin, who is operating a bus under Commissioner Whalen's Department of Plant and Structures, said he had begun in September, 1913, but was laid off last March along with others who already have testified.

Though he lived in Newark, he moved to this city and had registered here, but he was out of the State at election time and did not vote. His failure to vote was the only reason he received when he was "kicked off."

This witness next told in detail how he went to see Alderman Stand and afterward Senator Downing. He was put back to work and has been running his bus ever since.

Citizen Papers Useless.

Hyman J. Hagler, who put a Packard into the city's bus service, and who still is operating it, though once "fired," told how he had the misfortune while running on the choice Eighty-sixth street line to be bumped by a trolley car. His machine was laid up two weeks for repairs. When he reported back for duty he was told he had been laid off by order of Commissioner Whalen.

Hagler went to the Commissioner's office, where he saw Mr. Riegelman, Commissioner Whalen's secretary, who told him he had been laid off because he was not a citizen. Hagler, indignant, produced his citizenship papers, but this did not obtain his reinstatement. Then he went to see Benjamin Gottlieb, district captain of the Fourth Assembly district. The witness went on:

"He told me to come over to the Ahearn Club in East Broadway and talk it over with the leader, Eddie Ahearn. I went over and had a talk with Ahearn. Gottlieb, the district captain, also was there."

"Did you say anything to these gentlemen about your being a family of voters?"

"Yes, sir."

"How many voters are there in your family?"

"About twenty voters."

"And the district captain knew you were a voter yourself?"

"He sure did."

The witness added, under further interrogation, that Mr. Whalen was not in the city at the time, adding:

"It took another couple of weeks, but later, when I called, he said I should come down with the car that I am able to operate."

"And you have been operating a bus right along ever since?"

"Yes, sir."

"Did you vote in the last election?"

"Yes, sir."

"Profits \$40 to \$60 a Day."

Abram Perlmutter, who now is driving a cab, is one of three brothers from Bridgeport who arrived here to help Commissioner Whalen show New York how buses ought to be run. He had transported several other drivers and fifteen buses. At the outset of the movement, he said, his profits were from \$40 to \$60 a day. His brother on the Eighty-sixth street line used to make from \$70 to \$80 a day, with expenses not exceeding \$20.

The witness stopped bus driving and went into the garage business for a time, but afterward wanted to get back on a bus route. He told how he made unsuccessful application to a Mr. Wyman, one of the under officials. Mr. Shearn explained:

"This Mr. Wyman was the one who was indicted and convicted for taking graft in the department. I will put the certificates of indictment and conviction into the record later."

Then he asked of Perlmutter:

"Did Mr. Wyman indicate to you in any way that cash payments might be influential in getting him back on a good line?"

"No, sir; I think Mr. Wyman or any of the graft taking officials was afraid to approach us, because I never encouraged graft."

The witness added that his brother, who was suspended from the lucrative

Eighty-sixth street line, "would have been willing to pay, because others were doing it in order to get back."

"What was the prevailing price of such payments?"

"It went into hundreds."

"How many hundreds?"

"Well, from one up to about three."

"To whom were the payments made, do you know, Mr. Perlmutter?"

"I never saw anybody receiving money. But the money went around like a boomerang, sir. It never went to the party direct."

"Just trace the course of it as you understood it?"

"Well, I might incriminate myself; the fact that I think a certain party got the money don't say I saw him get it."

"Well, what was the common understanding among the men?"

"Somebody that had a good drag with Mr. Wyman approached this party who was a prospect for a line and told him how much he ought to pay, and I suppose he would get the money, had it to Mr. Wyman, and Mr. Wyman would divide it with his aids. But I can't say who these aids were."

"You have spoken about having paid small graft?"

"Why, the men who swept out the buses and cleaned the windows and tacked the signs up, although we were getting that kind of service in the garages where we stored our buses and paying for it, we had to pay these men petty graft or else be deemed pliers."

Up town on the Eighty-sixth and Ninety-sixth street lines there was a private individual up there who was a member of a Democratic club who collected a dollar a week from all buses for sweeping and cleaning them. We were already paying for that service, but that man could collect just the same."

The witness told how petty tribute was levied on drivers for small favors. If a driver at certain hours of the day received a headway of four minutes instead of three, as the schedule called for, he could pick up more passengers

to his own and indirectly to the starter's pecuniary advantage.

Perlmutter said he finally got his job back by making out a bill of sale for his bus to a Joseph Sullivan and letting the machine be operated in Sullivan's name. Meantime he paid Sullivan as his chauffeur \$40 a week "and his meals and smokes" for a while, but grew tired of the arrangement finally and sold his bus. The witness said he knew two brothers, Irving and David Feiler, who had paid money to get jobs on the bus lines. He did not know to whom the money was paid or how much, but after one of them had made payment, he testified, "he was shanghaied to Staten Island (one of the less lucrative lines), and soon gave up the business."

Summarizing the matter, Mr. Shearn remarked:

"So in that manner and for that reason and at that time, the city spent \$885,000 to enable this motor bus line to be run. And this paying afterward was continued from Fordham road up to the Parkway."

The hearing will be resumed next Monday at 2:30 P. M.

line which will traverse this thoroughfare, the operation of which, however, is contingent upon the substantial surfacing of the roadways and the proper control of the several traffic lines."

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BRACKETT IN MORSE CASE.

WASHINGTON, Oct. 20.—Appointment of Edgar T. Brackett of New York as special assistant to the Attorney-General to aid in the prosecution by the Government of suits against Charles W. Morse and others was announced to-day at the Department of Justice.

The cases—the first of which will be called for trial Monday before Judge Waddell at Alexandria, Va.—grew out of Morse's shipbuilding operations and other war time transactions with the Government.

ALL FEDERAL COAL DATA OPEN TO INQUIRY BOARD

Geodetic Survey and Mine Bureau Offer Aid.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Oct. 20.

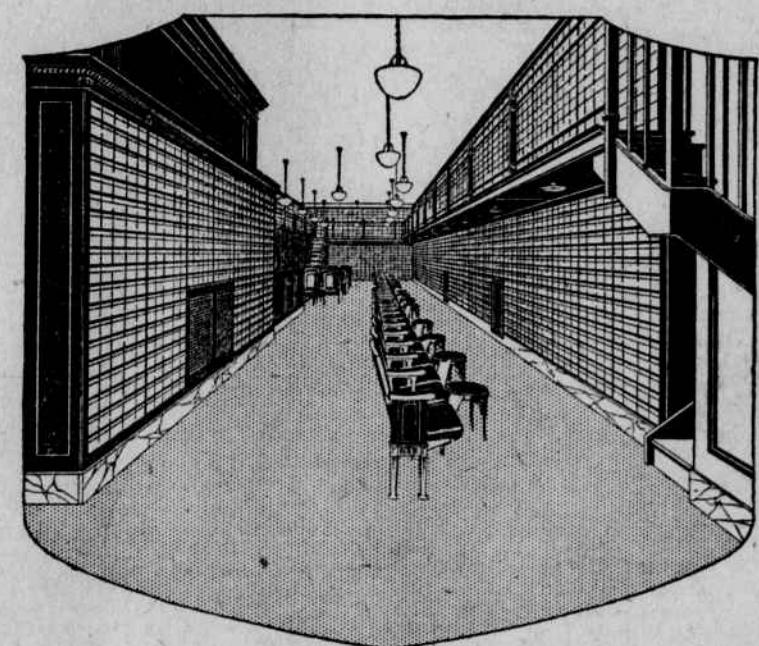
All facilities and files of various Government agencies which have dealt with coal and coal mining have been placed at the disposal of the United States Coal Commission.

In offering the facilities of the Geodetic Survey and the Bureau of Mines Acting Secretary Finney said:

"These two bureaus have studied our coal industry for forty-three and twelve years, respectively, and there is no other fund of information in existence that throws more light upon the growth and present status of this industry than that available in the files of these two bureaus, and their engineers, statisticians and geologists are ready to cooperate in any advisory capacity with the Coal Commission."

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This linoleum floor is good-looking, long lasting, waterproof, and easily cleaned

THE shoe store in the picture is the Walk-Over Shoe Store at 179 Broadway, New York, which has a floor of Armstrong's Linoleum.

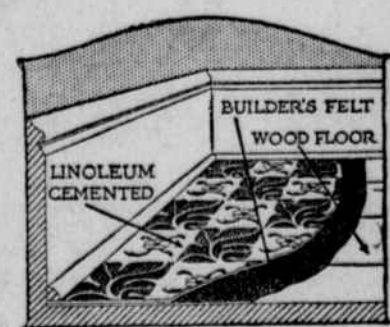
Store owners are discovering that in plain colorings or appropriate designs linoleum is a particularly suitable material for store floors.

Linoleum is smooth, but not slippery. It is restful to the feet, and firm though resilient.

Wet days, dry days, and busy days make no difference where Armstrong's Linoleum is properly laid, because the floor is waterproof and durable to the point of permanence.

How to Lay Linoleum on Wood Floors

IN summer the moisture in the air causes wood floors to expand. In winter they dry out and contract when the heat is turned on, with a tendency to open up the cracks between the boards. Your linoleum floor, therefore, should be cemented (not tacked) over a lining of builder's deadening felt which has been previously glued to the bare floor boards. The felt takes up expansion and contraction and gives you a permanent, waterproof, good-looking floor. The added service and wear this method gives are well worth the extra cost.



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